

ORIGINAL

EX PARTE OR LATE FILED

HOGAN & HARTSON

L.L.P.

ARI Q. FITZGERALD
PARTNER
(202) 637-5423
AQFITZGERALD@HHLAW.COM

December 12, 2001

COLUMBIA SQUARE
555 THIRTEENTH STREET, NW
WASHINGTON, DC 20004-1109
TEL (202) 637-5600
FAX (202) 637-5910
WWW.HHLAW.COM

Ms. Magalie Roman Salas
Secretary
Federal Communications Commission
445 Twelfth Street, S.W.
Washington, D.C. 20554

RECEIVED

DEC 13 2001

**Re: Revision of Part 15 of the Commission's Rules Regarding
Ultra-Wideband Transmission Systems
ET Docket No. 98-153
Ex Parte Communication**

Dear Ms. Salas:

Pursuant to Section 1.1206(b) of the Commission's rules, I am writing on behalf of the Short Range Automotive Radar Frequency Allocation group ("SARA"), an association of automotive and automobile component manufacturers, to notify you of a series of *ex parte* communications with FCC staff that occurred on Wednesday, December 12, 2001, concerning issues related to the above-referenced proceeding.

The communications were made to address the use of 24 GHz ultra-wideband ("UWB") automotive radar systems designed to enhance road safety. In these exchanges with Commission staff I stressed the importance of obtaining a prompt resolution of the UWB proceeding, noting that further delay would negatively affect the deployment of 24 GHz systems and the significant public safety benefits they can provide.

I also requested that the FCC clarify in its UWB Report & Order that multi-mode 24 GHz systems (i.e., those operating in different modes that comply with different sections of Part 15) are permitted. Moreover, I requested that the Commission's UWB Report & Order permit alternate modulation techniques, including both pulsed and non-pulsed systems at 24 GHz, in order to ensure healthy competition among device manufacturers. Finally, I asked that the Commission clarify in its UWB Report & Order its treatment of residual carrier emissions in such a way that will not unduly limit the deployment of carrier-based pulsed UWB

No. of Copies rec'd 271
List A B C D E

HOGAN & HARTSON L.L.P.
Ms. Magalie Roman Salas
December 12, 2001
Page 2

systems, and discussed a November 14, 2001 *ex parte* notice (attached hereto as an exhibit) proposing options for achieving that purpose.

The ex parte communications were made to Julius Knapp, Deputy Chief, Office of Engineering and Technology; Bryan Tramont, Senior Legal Advisor to Commissioner Abernathy and Paul Margie, Legal Advisor to Commissioner Copps.

An original and one copy of this letter are submitted for inclusion in the proceeding record.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ari Q. Fitzgerald", is written over a horizontal line.

Ari Q. Fitzgerald
Counsel for SARA

Enclosure

cc (w/enc.): Julius Knapp
Bryan Tramont
Paul Margie

HOGAN & HARTSON
L.L.P.

FILE COPY

RECEIVED

DEC 13 2001

ARI Q. FITZGERALD
PARTNER
(202) 637-5423
AQFITZGERALD@HHLAW.COM

November 14, 2001

COLUMBIA SQUARE
1100 THIRTEENTH STREET, NW
WASHINGTON, DC 20004-1109

TEL (202) 637-5600
FAX (202) 637-5910
WWW.HHLAW.COM

By Hand

RECEIVED

NOV 14 2001

FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

Ms. Magalie Roman Salas
Secretary
Federal Communications Commission
445 Twelfth Street, S.W.
Washington, D.C. 20554

Re: Revision of Part 15 of the Commission's Rules Regarding
Ultra-Wideband Transmission Systems
ET Docket No. 98-153
Ex Parte Communication

Dear Ms. Salas:

I am writing on behalf of the Short Range Automotive Radar Frequency Allocation group ("SARA"), an association of automotive and automobile component manufacturers, to notify you of an *ex parte* meeting with staff from the Office of Engineering and Technology ("OET") that occurred on Tuesday, November 13, 2001, concerning issues related to the above-referenced proceeding. A copy of the handout distributed at the meeting is attached hereto.

The meeting was held to address the use of 24 GHz ultra-wideband ("UWB") radar systems designed to enhance road safety. In the meeting, participants explained the operational parameters of the different radar devices proposed by SARA members. SARA's core proposals for inclusion in the Commission's forthcoming UWB Report and Order are set out on pages 12-14 of the attached presentation. In addition to these proposals, SARA particularly seeks clarification on the issues discussed below.

First, SARA does not believe the Commission intends to preclude from operation multimode 24 GHz radar systems that operate in different modes that comply with different sections of Part 15. In this instance, the 24 GHz automotive radars described in this presentation would qualify under rules promulgated in the Commission's UWB Report & Order, under 47 C.F.R. § 15.245, and/or under 47 C.F.R. § 15.249. In an effort to ensure that there is no misunderstanding on this

point, we believe it is important for the Commission to clarify in its UWB Report & Order both of the following:

- Clarification 1: A 24 GHz radar device that operates for a pre-set time in one mode and a pre-set time in another mode may be authorized under the separate Part 15 rule parts that apply to the different modes.
- Clarification 2: A 24 GHz radar device that operates for an adaptively variable time in one mode and an adaptively variable time in another mode may be authorized under the separate Part 15 rule parts that apply to the different modes.

Second, SARA does not believe the Commission intends to limit the deployment of carrier-based pulsed UWB systems, but SARA believes clarification is necessary regarding the treatment of residual carrier emissions in light of paragraph 43 of the Commission's Notice of Proposed Rulemaking, ET Docket No. 98-153, FCC 00-163 (rel. May 11, 2000) ("NPRM"). Any of the following options would achieve the requested clarification:

- Option 1: Any 24 GHz waveform that is the sum of wideband and narrowband components is acceptable, regardless of how it is produced, provided that its spectral emission properties can be shown to be equivalent to the sum of multiple spectral emissions, each of which individually complies with 47 C.F.R. § 15.245, 47 C.F.R. § 15.249, or [the UWB emission limits to be established in the UWB Report & Order].
- Option 2: 24 GHz ultra-wideband devices with residual carrier emissions need only comply with the absolute peak limit for the emission over its entire bandwidth, and need not comply with the peak signal strength limit measured over a 50 MHz bandwidth.
- Option 3: Ultra-wideband devices with composite waveforms that include both wideband and narrowband components that fall into the 24.0 – 24.25 GHz band need only comply with the absolute peak limit for the emission over the entire wideband bandwidth, and need not comply with the peak signal strength limit measured over a 50 MHz bandwidth.

The proposal contained in paragraph 58 of the NPRM does not stand as a bar to the clarifications requested above. In paragraph 58, the Commission

HOGAN & HARTSON LLP
Ms. Magalie Roman Salas
November 14, 2001
Page 3

proposed to amend 47 C.F.R. § 15.215(c) to state that "intentional radiators operated under the provisions of 47 C.F.R. §§ 15.217-15.255 or Subpart E of the current regulations must be designed to ensure that the main lobe or necessary bandwidth, whichever is less, is contained within the frequency bands designated in those rule section[s] under which the equipment is operated." The purpose of the proposal was to prevent devices from operating at the higher power levels permitted under certain Part 15 rule sections when operating in UWB mode over a wide bandwidth outside the specific bands identified in Part 15 as suitable for higher powered use. It does not appear that the Commission's proposal was intended to restrict the use of hybrid or multimode devices that comply with discrete Part 15 rule sections (including UWB rule sections) relating to particular modes, or devices that produce composite waveforms that include both wideband and narrowband components.

If the Commission were to grant the proposals delineated in pages 12-14 of the attached presentation and issue the clarifications described above, it would make a significant contribution to improving safety on America's highways. SARA greatly appreciates the willingness of OET staff to meet with SARA to discuss these important issues. Those participating in the meeting at the FCC were Bruce Franca, Acting Chief of OET; Julius Knapp, Deputy Chief of OET; John Reed, Senior Engineer in OET; Josef Schuermann of JSConsulting; Daniel Selke of Mercedes-Benz USA; Tim Frasier and Fred Sejalon of Robert Bosch; Martin Kunert of Siemens VDO Automotive; Nicholas Morenc of Delphi Automotive Systems; Paul Zoratti of Visteon; Jeff Schaefer of M/A-COM; Jeff Krauss, consultant to M/A-COM; and Ari Fitzgerald and David Martin of Hogan & Hartson L.L.P., counsel for SARA.

Respectfully submitted,



Ari Q. Fitzgerald
Counsel for SARA

Enclosure
cc (w/enc.): Mr. Bruce Franca
Mr. Julius Knapp
Mr. John Reed